



MOSER
MAYER
PHOENIX
ASSOCIATES, PA

C O M P L E T E
F A C I L I T I E S
S O L U T I O N S

Architecture

Engineering

Interior Design

Site Services

3 2 8 E a s t
M a r k e t S t r e e t
S u i t e 2 0 0
G r e e n s b o r o
N o r t h C a r o l i n a
2 7 4 0 1

P 336.373.9800
F 336.373.0077

www.mmpa.com



**Greenville Transportation and Activities Center
Greenville, North Carolina**

Team Visit One: October 2, 2012

October 22, 2012

**Meeting One:
Technical Steering Committee Meeting**

Attendees:

Davidson, Wood	Lewis, Keith	Stubbs, Harry
Eaton, Scott	Mancuso, Stephen	Thompson, Bob
Flood, Merrill	Mayer, Ken	Triebert, Lauren
Garfi, Deb	Moser, Mary	Webb, Ryan
Godefroy, Scott	Moton, Thom	Weitz, Jerry
Goris, Stephanie	Padgett, Chris	Wyly, Marsha
Hauser, Victoria	Penrose, Jo Laurie	Williams, Terri
Hawley, Steve	Roach, Michael	
Hubbard, Amy	Simon, Karen	

Discussion:

1. Ken Mayer opened the meeting by welcoming everyone and thanking them for their participation in this phase of the project. He introduced everyone and reviewed the agenda.
2. Review of Project Goals & Objectives:
 - a. It was noted that for integrated uses, if the 2nd & 3rd floors were designated for city services, then the opportunity for other possible uses is reduced.
 - b. It was asked if these were in priority order-- they are not.
 - c. 4c- Transit Oriented Development- is this consistent with the land use plan? Should we clarify? This goal is not binding, but transit center would aim to encourage other development.
3. Site Evaluation:
 - a. Review of site screen matrix and site scoring from the last meeting.
 - b. Top three: site 5, 6, 7
 - c. Today's meeting needs to reach a Locally Preferred Option.
 - d. Another site has been suggested. City to determine if we review it further. The site is on Albemarle Avenue and known as "The Block." Currently owned by the city.
4. Environmental: no wetlands or floodplains, endangered species, etc. found on any site.
 - a. National Register of Historic Places district (NRHP) boundaries are nearby all of the sites.

- b. Site 5: no major concerns; is within Dickinson Avenue HD, would require relocations of businesses & church; is in Brownfield; Phase I environmental assessment would be recommended
 - c. Site 6: no environmental features, no relocations of businesses, but would relocate parking; Phase I has been done for a previous project; dry cleaners & fueling station there previously; heavy pedestrian use;
 - d. Site 7: previous gas station; current auto repair business; integrated into Uptown Greenville; acquisition & negotiation of property; Phase I ESA recommended.
 - e. What is a Phase I ESA? No testing, further history & document review; city may have funding for this study through other brownfield programs; takes about 30 days.
 - f. Phase II (for site 6) takes 90-120 days, could still use brownfield funding; Phase I could lead to Phase II. Site 7- is being monitored, but still automotive uses going on.
 - g. Is the Greyhound station designated historic? Research is not conclusive. Could be considered in the future. City staff indicated the building was on the local historic wish list, but the current owner did not want it to go any further with designation.
 - h. Are the tanks on 7 removed? Yes, they are gone.
 - i. Has city contacted Pugh family—owners of 7? Not formally
 - j. Jurors & bank employees have been parking there informally by permission from the business owner.
 - k. Jarvis Church has informally issued concerns over site 6 and 7.
 - l. Committee members felt site 6 and 7 have private development interest
 - m. Imperial Warehouse site (near site 5)- city is applying for clean up grant; could help development of the entire area.
5. Access considerations:
- a. Site 5: along low volume roadway; indirect access to main transit streets; Bonners Lane is narrow/ would require widening; Pitt Street would need surface improvements; extra operational miles for getting back to routes
 - b. Site 6: has direct connections to main routes; minimal off-site improvements; cons- no turn lanes/ traffic concerns; ingress/egress & closeness to traffic signals
 - c. Site 7: well positioned within grid system; access to multiple streets; extra curb-cuts could be confusing; pedestrian concerns along main streets.
6. Test fits/ Site plans:
- a. Site 5: Review of Pros and Cons – access to 10th Street connector; connections to Dickinson and Reade; preserving corner, great expansion opportunity.

- 1) Option A- current program only; access from Bonner's & South Pitt; 6000 sq feet for building; Cabinet shop at bottom corner within historic district
- 2) Option B- same layout with additional city services on site
- 3) Pros: city ownership; no relocating parking; allows for circulation; allows for expansion; in brownfield redevelopment
- 4) Cons: some parcels to acquire; street improvements; lack of direct 10th St Connector access
- 5) Potential 8th street realignment would help site
- b. Site 6: Review of Pros and Cons
 - 1) Option A: parking (possible deck) across South Pitt Street; high volume of foot traffic there now, would need to direct pedestrians thru site
 - 2) Option B: realigning Bonners Lane intersection; realigning West 8th; have to lose one bus slip;
 - 3) Pros: CBD, adjacent to city offices; paved now/ stormwater considerations; city owned; plaza/ public space created
 - 4) Cons: relocating parking; pedestrians; street realignments
 - 5) Buildings as screen from platforms
 - 6) Pedestrian concern- difficulties now with just parking lot on site
- c. Site 7: Review of Pros and Cons – connection to 10th ; keeping buses towards center, preserve green space; maintain public corners with other city building; bike integration/major bike thru way
 - 1) Option A: room for expansion; room for additional parking; Greyhound building – could be integrated
 - 2) Option B: moves platforms up
 - 3) Pros: CBD; revitalization area; access lanes; near other city buildings; bike friendly
 - 4) Cons: acquisition of property; plenty of room on site but no large areas for expansion
 - 5) 30-40 city staff cars parked there now would have to be relocated
 - 6) Traffic concerns, high traffic area now; traffic staff noted that the pair of one-ways are ideal/ safer; Stephanie noted that left turns better for buses
 - 7) Green Street is 3 lanes; current bus routes now
 - 8) Use of 5th Street to hospital instead of 10th St Connector; possible?
 - 9) Hill/ grade change- work into design? Yes
 - 10) Vegetation ordinance undergoing review- nothing required for downtown right now; would like to see trees/ buffer for parking area.

11) Traffic lights surrounding the site will create gaps for pedestrians- traffic staff noted

7. Conversation on sites versus each other:
 - a. Ken noted that use of any of the sites will take away from potential private development
 - b. Can we recommend more than one to City Council? MMP is tasked with moving one site forward with design
 - c. Site 7: Harry- seems like least headaches, least infrastructure, relocation; links to municipal services.
 - d. Jo- agrees; private property shouldn't preclude moving forward
 - e. Bob- agrees; previous site selection had multiple landowners & that caused difficulties; this is one owner
 - f. Thom- Jarvis Church & childcare- concerns include foot traffic, noise, air, they see #5 as least problematic
 - g. Rail for the future: site 5 is better but rail is far off (2050-2060)
 - h. Which rail lines for passenger service not determined yet
 - i. Redevelopment Commission view- sites 6 & 7 are not fitting the pattern of other developments & planning
 - j. Site 7- fire station and police station nearby/ across the street will help with security/ presence;
 - k. Historic Preservation Commission staff- would love to see Greyhound depot saved
 - l. Jo- walking around site 5- lack of people; lack of aesthetic attractions
 - m. Jerry- site 7 has some strong points; he would pick site 5 with parking deck on site 6
 - n. Lauren noted that Phase I environmental review for site 6 was done for parking deck project
 - o. Site 5 could be first stake in development of that area; site 7 won't bring any major new surrounding development
 - p. Thom- advocacy for site 6-- is city owned & at some time the parking will be displaced; would like to understand Jarvis Church concerns further.
 - q. Some felt Site 5 would not give face to Dickinson Avenue, not visible enough; others disagree, could compliment other development
 - r. Streetscape master plan project for Dickinson to 10th Street connector, beginning in January.
8. Ken then took a vote on the committees opinion of sites:
 - a. Site 7 is preferred with site 5 a second choice. Site 6 is eliminated.
9. Ken- indicated discussion could be held with city about going forward with two sites; see where information takes us after stakeholders meeting & public meeting;
10. Thom noted that City Council wants recommendation from the Technical Steering Committee.

Image Workshop:

1. Ken conducted an image workshop with the group. Step one was to select a series of words to describe the project on “opening day”. Step two was to select images that were described by the words. Refer to attached photos for selected words and related images
2. Ken noted that the results will be used to provide direction on the conceptual design of the center.
3. The workshop did not change anyone’s choice of a preferred site.

Public Involvement & Survey Responses:

Karen Simon reviewed the current survey results and the plans for the open house later today:

1. 132 responses to online survey
2. 82 hand written received today
3. deadline Oct 5
4. Spanish & online versions- due Oct 12
5. Survey was designed to be taken after review of the fact sheet
6. Online responses: 82% didn’t ride bus; 8% ride; 8% unaware of bus system
7. Responses: Would ride the bus If...
 - a. ran more often
 - b. closer to home
 - c. service were expanded
 - d. covered shelters were provided
8. Most riders rode 1-2 times per week; mostly because they did not have a car available; rode to work or school
9. 53% transfer/46% no transfer
10. 70% were supportive of center
11. What services did you like in center? Well lit waiting area, central ticketing, sustainable building, police presence
12. Open ended responses were reviewed also.
13. Surveys will be available at open house
 - a. Open house to be held this afternoon from 3 pm to 7 pm
 - b. 4 stations, including naming the project
14. In person interviews with riders will be conducted after lunch
15. Following this discussion, Ken asked for another vote on the sites. No changes!



Please notify the writer of any changes or clarifications to this summary within 7 days.

Summary prepared by: Kenneth C. Mayer, Jr., FAIA
Moser Mayer Phoenix Associates, PA